

## AFFAIRS OF THE RAILWAYS.

## The Indianapolis &amp; Vincennes Not for Sale—Its Business Growing.

The stockholders of the Chicago, St. Louis & Pittsburgh will meet here to-day to vote on the proposition to consolidate with the Cincinnati & St. Louis. The Indianapolis & Vincennes is not included in the consolidation scheme, and this has led to the belief by some that the Pennsylvania Company intends to dispose of the road whenever opportunity offers. A Pennsylvania official says such an idea has no good foundation. The I. & V. has risen wonderfully in the estimation of the Pennsylvania, which holds the stock in nearly all the bonds. Each year brings an increase in earnings and a marked decrease in its deficit, after paying 7 per cent. on the bonds, operating and other expenses, and present indications are that in the year 1890 there will be no deficit, so largely is the coal and stone traffic of the line increasing, and its passenger business thus far this year has handsomely exceeded that of any preceding year in the corresponding period. The parties favoring the consolidation are not worried over any steps the Pennsylvania company may take. The consolidation is made chiefly as an economical measure.

## Lower Passenger Rates.

That there is a tendency with the strong lines to reduce passenger rates to 2 cents per mile is daily becoming more evident, and a belief is gaining that the lower rates would increase the revenue from the passenger business. A Pennsylvania passenger official, yesterday, when speaking of the matter, said that in 1879 the rate on the Jeffersonville, Madison & Indianapolis road was 4 cents per mile. He was then general passenger agent of the road, and D. W. Caldwell was the general manager. One day the general passenger agent met Mr. Caldwell and strongly urged that a 2-cent-per-mile rate be adopted on the J. M. & I. General Manager Caldwell said: "You are crazy; it would be a money-losing scheme." A short time after the two officials met again, and the general passenger agent showed the general manager how the gain would come in by adopting a 3-cent-per-mile rate. Finally the general manager consented to the reduction, and the first year in which the new rate was in force the passenger earnings increased \$50,000, and for years the increase was fully as marked. Most of the theatrical troupes and most of the excursion business is carried by the weak lines, and no one believes that these people are carried at full tariff rates. The official was confident that when rates were lowered on the strong lines, travel, and with a 2-cent-per-mile rate mileage-books, which do so much to demoralize rates, could be done away with. Persons could tell, by just footing up the mileage, what a trip would cost, and it would simplify matters generally.

## Personal, Local and General Notes.

C. M. Bennett, superintendent of the Chicago division of the Pennsylvania lines, was in the city yesterday on official business.

T. B. Kent has been appointed superintendent of the car-works of the Pennsylvania Company, near Chicago, succeeding D. S. McCordie.

George Brecken, general agent of the Louisville, New Albany & Chicago at this point, is so ill as to confine him to his room. His illness is of a rheumatic character.

William Cannon, secretary of the Union Railway Company, who has been in the city ten days on pleasure, will return to-day. This was his first vacation in many years.

The Indiana Midland completed its tracks to the coal fields of Park county yesterday, and expects a large increase in business as soon as matters are running smoothly.

J. H. Van Tassel, superintendent of the Ohio Southern road, is in the city. He says that indications are that the Ohio Southern will fall and winter carry the heaviest tonnage in its history.

President Breyfogle, of the Louisville, New Albany & Chicago road, says that the company will spend \$1,500,000 before it will reach the limit assigned for improvement to their road-bed and its equipment.

The Erie Railroad Company shows, as a result of its last nine months' operations, a surplus of \$754,731. When the Erie can make such an exhibit as that for the last nine months, there must be some profit in railroading.

Charles Pearce, of this city, who has been awarded the contract to build the new station at Lafayette, which the Lake Erie and the Big Four are to erect jointly, has begun shipping the material to that point, and will commence work in earnest in about ten days.

A. J. Smith, secretary of the American Association of General Ticket Agents, yesterday sent out the following notice: "The thirty-fifth semi-annual meeting of this association will be held in the city of Chicago, at the club-rooms of the Albany Hotel, Tuesday, Sept. 16, at 11 o'clock A. M."

The Big Four management is expending a good deal of money in improving the road-bed of its Peoria division. Within the last ninety days Roadmaster Sloan reports that 125,000 new cross-ties have been put under the track, and a good deal has been expended in rebuilding and repairing bridges.

At a meeting of the Trunk Line passenger agents, held at New York yesterday, it was decided to give a two-cent-per-mile rate for ten or more persons traveling on one ticket, on any road of the association. The question of differential rates to Southern points was discussed, but no change was made.

General Manager Greene and General Superintendent Peck, of the Big Four, went to Anderson last evening to meet the officials of the Indiana Midland road, to try and settle the questions regarding the Midland switching facilities at that point, which necessitated a crossing of the Big Four tracks.

Engine No. 208, of the Big Four, one of the new ten-wheelers, had an opportunity to show its capacity yesterday, and performed admirably, hauling fifteen coaches laden with Niagara Falls excursionists from Indianapolis to Galien in eight hours, making thirty stops to take on excursionists and at railroad crossings.

The Big Four is drawing its supplies of cross-ties for its whole system from forests on the line of the Chesapeake & Ohio road. The ties furnished are large and of very solid growth, and Chief Engineer Irwin is of the opinion that they will last a third longer than the cross-ties which the Big Four people have been placing under their track in recent past.

Superintendent Whitcomb, of the Union railway and Belt road, has ordered signs painted to be placed at the rear of each train as it stands in the train-sheds at the Union Station, for the guidance of passengers. On each sign will be painted in bold letters the character of the train, whether it be an accommodation or a local train, and the names of the more important towns and cities which such trains run through.

The roads in the Chicago and Ohio River Association have agreed on rates and dates for harvest excursions, which will be run north, southward west on the same dates which have been fixed by the Western roads, namely, Sept. 9 and 23, and Oct. 14. The rate is one fare for the round trip from all points in the association territory. The rate war over the matter has happily been averted, the passenger department of the Pennsylvania line, the Vandalia roads having assented to the arrangement.

General Manager Reckler, of the Cincinnati, Wabash & Michigan, was in the city yesterday. He states that in the second week of August, the C. & W. shows a slight decrease in earnings, as compared with the corresponding week of 1889, in which the first week this year in which an increase has not been shown over last year. Last year heavy shipments of ice were made over the C. & W. in the second week of August, which accounts for the decrease this year.

The Belt Railway Company yesterday completed a side-track leading to Clark & Benjamin's new establishment near Brightwood. There are now on the Belt road seventy-four switches, a large number of them leading to lumber-yards, car-works and other manufacturing facilities which have been located on the Belt road since it has been in operation, seven years. On the Union railway tracks are forty-two switches leading to manufacturing and for handling trains on the Union line, making a total of 116 switches which the superintendent of

the two lines must keep in good working order for hundreds of trains to pass over daily.

The eighteenth annual meeting of the Traveling Passenger Agents' Association of the United States began its session at Buffalo yesterday, the president, John H. Wood, of Detroit, presiding. The secretary, Treasurer H. C. Holaday, of Cincinnati. He reported a membership of about 180, of whom about one-third were present. It was decided to meet next year on the third Tuesday in August, at Lookout Mountain, Chattanooga. A life-insurance scheme will be the principal business discussed during the session.

In the year ending June 30 the Big Four carried 42 per cent. of the freight tonnage between Indianapolis and Chicago, north and south; the Chicago, St. Louis & Pittsburgh, 13.3; the Louisville, New Albany & Chicago, 18.35 per cent. The Cincinnati, Hamilton & Dayton, 33.36 per cent., and the C. & St. L., 2.28 per cent. In this statement is included only the local business between the points named, and the figures have nothing to do with through business in connection with other lines.

What purported to be an interview with George Stevens, general superintendent of the Chesapeake & Ohio road, when in Indianapolis, and published in one of the Cincinnati papers, to the effect that the men were dissatisfied and demanded the same scale of wages as was paid on the Big Four, is pronounced by one of the Big Four officials to be groundless. General Manager Greene, of the Big Four, was the only person that Mr. Stevens spoke to while waiting at the Union Station. If they were dissatisfied Mr. Stevens is not so stupid as to say so to a newspaper man; but the fact is that the wages paid on the C. & O. are about the same as paid on the Big Four to men employed in similar capacities.

Judge Cooley, chairman of the Interstate commerce Commission, arrived at Chicago yesterday for the purpose of attending a conference of the managers and legal advisers of the Western roads relative to the recent order of the commission reducing grain rates from Kansas and Nebraska. Shortly after his arrival, however, he was informed by telegraph that his wife was seriously ill, and he left for home before the hour set for the conference. Judge Cooley advised the roads to obey the order and state their objections afterward. The representatives of the interested lines met during the afternoon, but effected no change in the commission's order. It was decided that it will put the Commissioners' rates into effect, and the Chicago & Alton and the Union Pacific refuse to fight. Another meeting will be held Thursday.

## MINOR CITY MATTERS.

## Local News Notes.

William Harvey, colored, was adjudged insane yesterday.

J. J. Marks was given a permit yesterday to build a one-thousand-dollar frame cottage on Stoughton street, near Newman.

The State Prison South yesterday paid into the State treasury the sum of \$16,000 as earnings for the quarter ending July 31.

Matthew Denan, of South Bend, was fined \$1 and costs by Judge Woods yesterday on a plea of guilty to selling cigars without a government license.

Between Monday noon and 6 o'clock last evening nine new cases of scarlatina, four of diphtheria and one of measles were reported to the Board of Health.

Marriage licenses were issued yesterday to Ferdinand C. Smith and Clara Ann, Charles T. Burgoine and Jennie A. Haru, Charles Coleman and Katie Keys.

Flanner & Buchanan removed Nora Harding, aged twelve, to her home, No. 229 West Washington street, from an Campbell's packing-house, where she ran a rusty nail in her foot while at work.

John LeYork, a Big Four brakeman, stumbled while walking on top of a caboose, yesterday, and sustained a severe strain of the legs in his successful effort to save himself from falling to the ground. Kregg's ambulance took him to St. Vincent's Hospital.

The wife of Traveling Passenger Agent W. S. Jordan, of the Big Four, died suddenly last night before last. The funeral services will be held to-day. The body was located here raised a handsome purse yesterday with which to purchase an appropriate floral tribute for the occasion.

Robert Cummings, J. C. Blake and Albert Reynolds, of Anderson, have formed the Anderson Paper Company, and will enter upon the manufacture of all kinds of paper, with a capital of \$100,000. The Southern Furniture Company, of Evansville, and the Mishawaka Furniture Company, of Mishawaka, Steuben county, were incorporated yesterday, with a capital of \$100,000 each, and the second with \$100,000. Both will engage extensively in the manufacture of all kinds of furniture.

## Personal and Society.

Dr. L. F. Page has returned from a trip to Boston and New York.

Mr. and Mrs. T. L. Sewall are at home, after a week's visit in Chicago.

Mrs. F. A. McCormick, of Woodruff Place, is visiting at Atlantic City.

Mr. and Mrs. Ernest Wiles have returned from a visit to Old Point Comfort, Va.

Dr. and Mrs. Henry Jameson and daughters have returned from St. Joseph, Mich.

Dr. Theodore Porter has returned from a week's trip to Cleveland, Detroit and Cincinnati.

Mrs. Harvey Bates has returned from a visit to her daughter, Mrs. John O. Perrin, at Lafayette.

Miss Wittenberg and Miss Bertha Galt are guests of Mrs. Clemens Vonnegut, at Maxinkuckee.

Mrs. E. J. Price has returned from a delightful summer at Mackinac island and Georgian bay.

Prof. James R. Eaton, of William Jewell College, Missouri, is the guest of Mr. and Mrs. E. Jacoby.

Mrs. Helen A. Eaton, of Delaware, O., is visiting her daughter, Mrs. E. Jacoby, on West Main street.

Judge and Mrs. W. Q. Gresham have returned to Chicago from Saratoga, where they spent several weeks.

Mrs. Franklin Landers and daughter Josephine returned from a visit to Miss Harriet Chandler, at Milwaukee.

Rev. and Mrs. C. A. Dinsmore, of New Haven, Conn., are visiting Mr. and Mrs. Horace G. Caldwell, of Woodruff Place.

Mrs. Rachel Clark has returned somewhat improved in health after a long stay of four months at Clifton Springs, N. Y.

Miss Sadie Kinder has returned from Chautauque, N. Y., to attend the meeting of the American Association for the Advancement of Science.

Mrs. H. C. Martin and Mrs. H. C. Hopkins returned last night from a visit of several weeks to Roanoke mountain, Tennessee.

Miss Conner, daughter of Hon. A. H. Conner, of Kearney Junction, Neb., formerly residents of this city, is visiting her grandmother on North East street.

Mrs. H. W. Towner and daughter, who have been guests of Mrs. F. W. Bagher, on North Alabama street, will return to their home in Memphis, Tenn., to-day.

Mr. Oliver T. Morton has returned from a visit to his brother, Mr. Walter S. Morton, at White, Beaver Lake, Minn. and Mrs. Oliver P. Morton and niece, Miss Josephine Galt, left yesterday to visit Mr. and Mrs. Walter Morton.

## MORGAN—GRAY.

Special to the Indianapolis Journal.

Knightstown, Aug. 19.—The most notable society event of the season in this city was the marriage of Hon. C. D. Morgan, cashier of the First National Bank, and Miss Reba Gray, which was solemnized at the residence of the bride's parents, Mr. and Mrs. B. B. Gray, at 7:30 o'clock this evening, by Rev. D. M. Browne, of Indianapolis, in the presence of a large company of relatives and friends. The bride party left immediately after the wedding supper, on the 9:30 train, via Indianapolis, for a trip to Quebec, Canada. Mr. Morgan was a member of the State Legislature during the war, but has been cashier of the First National Bank of this city ever since its establishment. The bride has for years past been one of the foremost leaders in the war and church circles in the city. They will be at home, after two weeks, in their handsome residence, on East Brown street.

## To Make It a Free School.

The Mechanics' Institute, which has been in operation in this city for several months, will be made a free school if the efforts of its originators prove successful.

Mayor Sullivan's co-operation has been secured for a public meeting, to which all of the leading manufacturers will be invited, and steps will be taken toward making the institute an evening school.

## The Court Record.

James W. Bruce vs. Albert Bonge; to secure lien. Frank McWhinney vs. Joshua P. Richey et al.; to quiet title. James W. Lilly et al. vs. Charles A. Mach et al.; to get aside conveyance. Mary Sedam vs. Philip Sedam; divorce. Allegation, cruelty.

Safe-Flowers Disappointed. Safe-breakers entered the merchandise brokerage office of Harry Croesland, on South Pennsylvania street, yesterday morning, and broke into the safe by sledge and drill. About \$5 in change and some papers of no value to them were all that was taken.

The declining powers of old age may be wonderfully recuperated and sustained by the daily use of Hood's Sarsaparilla.

## Children Cry for Pitcher's Castoria.

When Baby was sick, we gave her Castoria. When she became a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

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## ANCHOR LINE

Atlantic Express Service. LIVERPOOL VIA QUEENSTOWN. Steamship "CITY OF BOMBAY," from New York, July 26, Aug. 23, Sept. 20, Oct. 18, Saloon, \$90 to \$100, second-class, \$50 and \$55. Glasgow Service. Steamers every Saturday from New York to Glasgow and LONDON. Cabin passage to Glasgow, \$80 and \$90. Second-class, \$30. Saloon Excursion Tickets at Reduced Rates. Travelers' Circular Letters of Credit and Drafts for all countries. For Booklets of Tours, Tickets, or further information apply to HENDERSON BROTHERS, New York or ALEX. METZGER, 506 Fifth Ave., New York or FRENZEL BROS., Merchants' National Bank, 40 Wall St., New York.

## EVERYBODY'S MUSIC

Among the abundant treasures of our immense stock every one is sure to be suited. Please select your own musical music books. Temperance People will like TEMPERANCE CRUSADE. 35c; \$3.00 dm. Emerson & Moore. TEMPERANCE RALLYING SONGS. 35c; \$3.00 dm. Emerson & Moore. Male-Voice Clubs will like EMERSON'S MALE VOICE GEMS. 50c; \$5.00 dm. Emerson & Moore. EMERSON'S MALE VOICE CHOIR. 50c; \$5.00 dm. The Grand Army will like WAR SONGS. 50c; \$5.00 dm. Boys, old and young, will like COLLEGE SONGS. 82 songs. 50c. Near 200,000 sold. School teachers can help the three books of SONG MANUAL, \$3. \$4.20, \$4.80 dm. Emerson. Piano Teachers will like, very much, as the best companion to any instruction book, MASON'S SYSTEM OF TECHNICAL EXERCISES. \$2.50. Gospel Singers will like PRAISE IN SONG. 40c; \$4.20 dm. Emerson. Letters of inquiry cheerfully answered. Books mailed for Retail Price.

## Oliver Ditson Company, Boston

C. H. DITSON & CO., 87 Broadway, New York.

## Notice to Whom it May Concern.

Notice is hereby given that the Board of Trustees of the town of Brighton will meet in Brighton, Mass., on the regular place of meeting, Monday night, Sept. 2, 1890, to hear any and all grievances and all matters pertaining to the town of Brighton, and to consider and vote upon the same. The meeting will be held at the town hall, in Brighton, Mass., at 8 o'clock P. M. The Board of Trustees of the town of Brighton, with final report is now on file with the Clerk of said town of Brighton, for examination and inspection. By order of the Board, JOHN F. KELLER, Town Clerk.

## DISSOLUTION NOTICE.

NOTICE OF DISSOLUTION OF CO-PARTNERSHIP. The partnership heretofore existing between the undersigned, for the purpose of conducting a business in the city of New York, has been dissolved by mutual agreement. All debts due to or by the partnership are to be paid or received by the undersigned, who are jointly and severally bound to see that all accounts are paid and all debts collected. JOHN LAWRENCE, JAMES M. CLUTTER, and W. R. N. SILVERSTEIN, JOHN LAWRENCE.

## DECEASED.

JORDAN, Mrs. W. S., at 12:30 A. M., Tuesday, Aug. 19, 1890, of convulsions, aged twenty-four years. Buried at 10 o'clock, at St. Vincent's Hospital, 130 West North street. Friends invited. Interment, Crown Hill.

JONES, A. J., at 12:30 A. M., Wednesday, Aug. 20, 1890, of convulsions, aged twenty-four years. Buried at 10 o'clock, at St. Vincent's Hospital, 130 West North street. Friends invited. Interment, Crown Hill.

WANTED—MISCELLANEOUS. A FEW MUSIC PUPILS WILL BE TAKEN at 25 cents per lesson. Call at No. 76 West Third street.

WANTED—25 COOPERS—ON FLOUR BAR. Steady work. JAMES M. CLUTTER, Terre Haute, Ind.

WANTED—WALL-PAPERS—A LARGE LINE of spring goods at reduced prices. STEVENS, 615 North Massachusetts street.

WANTED—A NUMBER OF CAPABLE switchmen, brakemen and trainmen, to take positions on the Erie Railroad. Apply to Room 10, Weddell House, Indianapolis, Ind.

WANTED—Salesmen at \$75 per month salary and expenses, to sell the best of goods. Apply to Standard Silverware Co., Boston, Mass.

ANNOUNCEMENTS. THE CALIFORNIA MUTUAL BENEFIT SOCIETY, San Francisco, Cal., Incorporated. Pays dividends on all policies. In case of accident, \$7500 annual dues. \$1 per month. Membership fee, \$3. No other expense. Representatives wanted in every town and city. Correspondence solicited. Address FRED C. CASE, Secretary.

FOR SALE—TEN ACRES CHOICE BRICK land, near the city, good road. T. A. GOODWIN, 24 South Main street.

FOR SALE—FIFTY FEET NORTH ILLINOIS. A large seventh, east front, good house, ten rooms, nearly new, moving from city. Would rather sell away than leave to rent. T. A. GOODWIN, 24 South Main street.

AUCTION SALE. AUCTION SALE—ON WEDNESDAY MORNING, at 10 o'clock, August 27, 1890, I will sell at public auction, on the premises, all the real estate of the estate of John H. Morgan, deceased, situated in the city of Indianapolis, Ind. The property consists of one lot and one half, square 35, improved, and one lot and one half, square 36, improved, and one lot and one half, square 37, improved, and one lot and one half, square 38, improved, and one lot and one half, square 39, improved, and one lot and one half, square 40, improved, and one lot and one half, square 41, improved, and one lot and one half, square 42, improved, and one lot and one half, square 43, improved, and one lot and one half, square 44, improved, and one lot and one half, square 45, improved, and one lot and one half, square 46, improved, and one lot and one half, square 47, improved, and one lot and one half, square 48, improved, and one lot and one half, square 49, improved, and one lot and one half, square 50, improved, and one lot and one half, square 51, improved, and one lot and one half, square 52, improved, and one lot and one half, square 53, improved, and one lot and one half, square 54, improved, and one lot and one half, square 55, 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